

Neighborhood Downtown Urban Center

Implementor Human Services

Matrix HU-1

Activity *Develop a downtown Human Services Strategy including needs assessment, forecast for future program demands, service provider network development and coordination, facility siting policies, and interagency funding strategies.*
Prepare a work program using information from the DSA Human Services Forum, the DUCPG inventory of providers, and the South Downtown Investment Strategy focus on human services and public safety. Work with OH, SPO, service providers, and downtown community to establish an advisory committee to oversee preparation of the plan.

<u>HU-1: 1 of 2</u>	Sub-Activity	Support the efforts of the Downtown Seattle Association Human Services Committee in the consideration of the feasibility of the development of a day facility for homeless men in downtown Seattle.	
	Sub-Act Comment(s)	Mayor proposed downtown day center. City Council approved Morrison Hotel site, operated by DESC, as site of center. DSA active in city discussion. Judy Summerfield (08/05/05)	Jason Wachs 08/15/05
		2004 Priority Summary: City staff (DON/HSD) support the Downtown Seattle Association's Human Service Committee. The development of a day center for homeless men is the Committee's top priority this year. The City is assessing the feasibility of the development of such a center in the proposed Emergency Operations Center/Fire Control Center/Fire Station 10 complex at 4th Ave. and Washington St.	Gary Johnson 05/07/04
		Will select a consultant to explore the feasibility of developing a day center at the site of the new Emergency Operations Center (4th & Washington).	Unknown User 03/08/04
		Provided reports to DSA and Pioneer Square Community Assn. on renovation of earthquake-damaged Compass Center Day Center. Until renovation completed, a hygiene trailer sited in Pioneer Square will be operational after March 17.	Unknown User 03/08/04
		Continuing discussions with Downtown Seattle Assn. (DSA) Human Services Committee on need for new or expanded day center for homeless men in downtown core.	Judy Summerfield
		No housing-related activities. HSD activity. [Laura Hewitt Walker, OH]	Unknown User 03/03/04
	Target Completion	Estimated Cost	N/A
	Lead Agency/Contact	Human Services; Alan Painter, 684-0263	Status In-Progress Priority Top

Implementor DPD

Matrix LU-2

Activity *Create a Housing Incentive Package in DOC1, DOC2 and DMC-240 focused on creating new units serving households earning 50-80% of median income. Conduct additional analysis of the following recommendations as an urgent priority in 1999:*
-Creating a "super" bonus that increases the maximum FAR for commercial and mixed use projects;
-Allowing housing to be constructed on- or off-site;
-Requiring projects to provide public benefit features that contribute to increasing the quality of life for residents.
Work with City departments to apply this provision to DOC 1 on an initial basis to compare outcomes with performance of the existing program. Consider establishing a 'floating' assignment process in which OH would have the administrative authority to modify qualifying household median income targets based on project performance. Determine appropriate City response in support of market-rate above-median housing. Work with DCLU and OH to prepare an analysis to be based on criteria such as economic advantages of FAR/height increases and TDRs associated with different types of household income levels, priorities for housing,

open space, historic preservation, and geographic differences.

LU-2: 1 of 1 **Sub-Activity** Complete proposed land use code amendments to increase capacity to stimulate new office development and incentives for new housing development

Sub-Act Comment(s) Mayor Nickels' "Center City Seattle" strategy focuses on encouraging economic growth, transportation, new housing, and great urban neighborhoods in Seattle's downtown core and the nine centrally located neighborhoods immediately around it. Jason Wachs
10/25/05

In terms of geography, jobs and density, Center City represents the core of the region. By 2024 it is projected that this area will produce 50,000 new jobs and over 22,000 new housing units.

Work continues on Mayor Nickels' strategy for promoting economic growth, facilitating better transportation options, providing new housing and building great urban neighborhoods in the Center City. Initiated in 2004, Nickels' Center City Seattle strategy addresses major changes affecting this area, including recently proposed downtown zoning changes, redevelopment of the central waterfront, replacement of the viaduct, light rail, the monorail, the Westlake streetcar, new and improved parks, biotech development, and new mixed-use development.

Below is a summary of the major amendments recommended with respect to proposed changes to downtown zoning.

The recommendations in the Executive proposal generally fall into the following categories:

- 1) Changes to development standards that control the scale and density of development, including height limits, floor area ratio (FAR) limits for non-residential uses, and controls on building bulk. Also included are revised bulk controls for Downtown high-rise development, with particular emphasis on residential towers.
- 2) Changes to the zoning map to reflect new designations applied to some areas consistent with the changes to height and density limits, as well as a limited number of rezones where areas are reclassified from one zone designation to another.
- 3) Adjustments to the bonus and transfer of development right (TDR) provisions that allow increases the density of a project as an incentive for contributions to specified public benefits that mitigate the impacts of the added density. The most significant of these changes include a new affordable housing bonus for residential use in high-rise structures, incentives for high-performance green buildings, a new form of housing TDR from sites occupied by new affordable housing projects, expanded provisions for use of TDR from designated landmark structures, and elimination of some existing bonuses considered now to be of low priority relative to these added public benefits. The Transfer of Development Credits (TDC) incentive program allowing added height for residential use in the Denny Triangle in exchange for preserving rural lands and contributing to neighborhood amenities would be eliminated.
- 4) Changes to special land use decision procedures, including the Planned Community Development (PCD) process and a new combined lot provision that allow added flexibility in the application of density limits and development standards in exchange for providing public benefits.
- 5) Amendments to the Downtown Section of the Code to maintain consistency with Land Use Code amendments related to other City initiatives, including the elimination of the minimum parking requirement for non-residential uses and other related changes to parking provisions.
- 6) Minor code clean-ups that address problems identified with current development standards, such as standards for transparency requirements and blank wall limits on building frontages along steep streets and provisions for common recreation area in residential projects.
- 7) Changes in the order and structure of the Downtown Section of the Land Use Code to reduce duplication of provisions by consolidating subchapters, reordering some subsections in a more logical sequence, and simplifying material.

To learn more about the "Center City Strategy" go to the City's website at the following address:

2004 Priority Summary: TDR/Bonus work completed. Further efforts relating to changes to downtown zoning are part of the Downtown Height and Density study. DPD plans to have new legislation to City Council by the end of 2004. Dena Gazin 11/01/04

Further efforts related to changes to downtown zoning are part of the Downtown height and density study. The current work program and schedule for this effort is under review. John Rahaim 03/03/04

This is being advanced through the Downtown EIS process. DPD is lead. [Laura Hewitt Walker, OH] Unknown User 03/03/04

Target Completion	2006/0	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	DPD; Dennis Meier/ Gordon Clowers, 684-8270/ 684-8375			Priority	Second

Implementor Transportation

Matrix TR-4

Activity *Work with Sound Transit and King County/Metro redefine transit priority street requirements and capital needs to better accommodate future transit use on surface streets. Transit priority street network should support and enhance residential neighborhoods. Initial transit priority given to First and Third Avenues with strong consideration given to Alaskan Way (Waterfront Trolley).*

Study designation alternatives of Second and Fourth, Pike and Pine and Madison and Marion including two-way or contra-flow options with consideration for accommodation of bicycle lanes. Consider short-term solutions to accommodating transit needs on these streets that fit within a long-term capital investment strategy including other modes such as the monorail and "intermediate" capacity transit.

TR-4: 1 of 1

Sub-Activity Continue to work with Metro, Sound Transit, Seattle Monorail Project, and other transit providers on transit integration.

Sub-Act Comment(s) (Jason Wachs 12/21/05) The Seattle Monorail Project was defeated at the polls in November of 2005 and will not be included in the transit system in downtown. Jason Wachs 10/25/05

Center City Circulation Report (<http://www.seattle.gov/transportation/ppmpcentercity.htm>):
Recommendations from the Center City Circulation Report (CCCR) continue to be used as a guide in downtown when transportation decisions are discussed. The goal of the CCCR is to present a clear and coherent conceptual approach for maximizing access to downtown by improving and integrating downtown's public transit, bicycle and pedestrian networks. The project is a macro-scale effort to integrate several independent transportation projects that will affect the Center City, including light rail, bus, monorail, streetcar, ferry terminal, Alaskan Way Viaduct and Seawall (AWVS), and bicycle and pedestrian projects. The report synthesizes existing plans for the different systems into an easily understood overall concept.

Center City Access Strategy (<http://www.seattle.gov/transportation/centercityaccess.htm>):
The Center City Access Strategy identifies potential solutions to break through known traffic choke points and improve access. Over 20 different projects are being considered including: improving transit network, bicycle lanes and an additional ramp from Spokane to Fourth Avenue South, etc.

Seattle Transit Plan (<http://www.seattle.gov/transportation/transitnetwork.htm>):

In October 2004, SDOT completed a review draft of the first Seattle Transit Plan. This document has since been revised to reflect comments received from the City's partner transit agencies, other City staff and the public. The updated Summer 2005, final draft Seattle Transit Plan is now available. It is the basis for transit strategies in the proposed Transportation Strategic Plan update.

SDOT will use the Seattle Transit Plan to:

- Help coordinate our partner transit agencies' planning activities
- Develop transit service and capital investment recommendations for elected officials and our partner transit agencies
- Make commitments to operate certain arterials so they provide a minimum acceptable level of speed and reliability for transit (assuming minimum acceptable service frequencies and span of service exist or will exist)
- Generate more transit funding to support growth in Seattle and the region.

Seattle Transportatin Strategic Plan (TSP) - Adopted October 21, 2005

(<http://www.seattle.gov/transportation/tsphome.htm>):

The Seattle Department of Transportation (SDOT) presented the 2005 update of the Transportation Strategic Plan (TSP)--SDOT's 20-year work plan, describing the actions SDOT will take to accomplish the goals and policies in the Comprehensive Plan, and the Puget Sound Regional Council's Destination 2030 plan. The TSP helps to define the transportation-related components of the Mayor's priorities, to address key transportation issues raised by the City Council about the long-term and day-to-day operations of Seattle's transportation system, and to instigate change within the Seattle Department of Transportation (SDOT). Please note that the

TSP and the Seattle Transit Plan are intended solely as planning documents and do not modify the Comprehensive Plan in anyway whatsoever.

References to Metro King County's Six Year Plan update were stricken from 2004 summary, as the plan was approved in late 2004.

Unknown User
11/16/04

2004 Priority Summary: In 2004, the Mobility Management Section of SDOT continued work on implementation of recommendations from the Center City Circulation Report (December, 2003). Opportunities for neighborhood involvement on transit priorities include the TSP update, the Seattle Transit Plan, and DPD's work on the broader Center City Strategy. In the second half of 2004, SDOT worked with the transit agency stakeholders to conduct technical analysis of the Westlake Hub area to document key transit connections, project ridership and to evaluate facility needs to allow for planned transfers between systems. The "Westlake Tansportation Hub Study" provides technical analysis to help guide design decisions at this multi-modal hub. A final report will be available by the end of 2004.

Dena Gazin
11/01/04

In 2004, the Mobility Management Section of SDOT will continue work on implementation of recommendations from the Center City Circulation Report (December 2003). Opportunities for neighborhood involvement on transit priorities include the TSP update, the Seattle Transit Plan, Metro King County's Six Year Plan Update, and DPD's work on the broader Center City Strategy.

Eric Tweit
04/06/04

Target Completion

Estimated Cost N/A

Status On-Going

Lead Agency/Contact Transportation; Ron Atherley, 206-684-5054

Priority Fourth

Implementor	DPD			
Matrix	LU-10			
Activity	Consider adding preservation of landmark historic buildings to the list of priorities for the use of TDRs, especially in areas where development pressure threatens these structures.			
<u>LU-10: 1 of 1</u>	Sub-Activity	Designate a lead department/agency for implementation of streetscape, open space, and other urban design elements within the Center City.		
	Sub-Act Comment(s)	2004 Priority Summary: The issue was addressed in the TDR/Bonus program rewrite and code amendment process that culminated in 2002.	Dena Gazin	09/13/04
		This issues was addressed in the TDR/Bonus program rewrite and code amendment process that culminated in 2002.	Unknown User	03/03/04
	Target Completion		Estimated Cost	N/A
	Lead Agency/Contact	DPD; Dennis Meier/ Gordon Clowers, 684-8270/ 684-8375	Status	Completed
			Priority	Fifth
<u>HU-1: 2 of 2</u>	Sub-Activity	Work with the Downtown Seattle Association Human Services Forum on a comprehensive human services delivery program for the downtown. Focus efforts on issues related to homeless populations.		
	Sub-Act Comment(s)	Updated. No changes.	Jason Wachs	08/15/05
		2004 Priority Summary: City staff (DON/HSD) support the Downtown Seattle Association's Human Service Committee. A work plan is completed. The development of a day center for homeless men is the Committee's top priority this year. The City is assessing the feasibility of the development of such a center in the proposed Emergency Operations Center/Fire Control Center/Fire Station 10 complex at 4th Ave. and Washington St.	Dena Gazin	11/01/04
		A representative of the Human Services Department is a member of the DSA Human Services Committee. We are working with the Committee on implementation of DSA's Human Services initiatives. These initiatives focus on a response to homelessness in downtown.	Judy Summerfield	
		An inventory of downtown human services providers was completed in 1999. Downtown Seattle Association and DHS are coordinating this ongoing program.	Unknown User	04/10/00
	Target Completion	-Ongoing	Estimated Cost	Existing Staff
	Lead Agency/Contact	Human Services; Alan Painter, 684-0263	Status	In-Progress
			Priority	Third